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Latin America Report

(FOUO 16/81)



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LATIN AMERICA REPORT

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COUNTRY SECTION

CUBA

MEANING OF NET PRODUCTION DISCUSSED

Havana BOHEMIA in Spanish 1 May 81 p 35

[Article by Alexis Codina: "Popular Glossary--Net Production"]

[Text] Net production means the new value or additional product created during a given period. It is calculated by deducting productive consumption, comprising expenditures on raw materials, fuel, energy, etc, and the value of wear and tear on the equipment, machinery, buildings and installations, from gross production.

Let us suppose that in 1979 an enterprise had gross production totaling 100,000 pesos, with consumption of materials worth 70,000 and wear and tear on the equipment estimated at 10,000. The net production obtained would come to 20,000 pesos (100,000 minus 70,000 minus 10,000).

Basically, net production represents the sum of the wage expenditures plus profit, which in Marxist-Leninist economic theory represents the new value or additional product created by the labor of man. As compared to other indicators such as gross or commercial production, it offers the advantage of expressing the productive effort of a collective of workers more precisely, since both gross and commercial production include the value of materials or equipment which are not produced by the enterprise which consumes or uses them, but are obtained by it from other enterprises.

Let us examine the effect of this indicator on the evaluation of the work done by an enterprise, supposing, taking the earlier example, that gross production was 125,000 pesos in 1980, that is to say up 25,000 over 1979. Evaluated in terms of this indicator, the work of the enterprise was positive. But if we realize that in that same year the expenditure on materials and the wear and tear on equipment came to 110,000 then its net production was 15,000, showing a decline of 5,000 in comparison to 1979. This allows us to conclude that the increase in gross production was at the cost of an increase in material consumption, and not the new value created by the collective.

As of 1981 the net production indicator will be used experimentally in Cuba in the planning and evaluation of management in a group of selected enterprises.

The principal ways of increasing net production are reduction in the consumption of materials, better use of installed productive capacity, and increase in labor productivity.

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COUNTRY SECTION

CUBA

OIL CONSUMPTION REDUCED DURING LAST SUGARCANE HARVEST

Havana BOHEMIA in Spanish 8 May 81 p 66

[Article by Andres Rodriguez: "An Important Achievement--Oil Economy"]

[Excerpts] The announcement that thus far 13 million gallons of oil have been saved during the 1981 sugar harvest, as compared with the expenditure originally called for in the plan, represents a laudable continuation of the success which had begun to be very evident throughout the length and breadth of the country in the 1980 sugar harvesting campaign.

This saving represents the equivalent of 309,524 barrels of oil saved, at a time, as many are aware, when the price of this fuel is high.

And if this achievement is important, even more encouraging is the fact that it has been achieved systematically, which reveals a consistent phenomenon unrelated to any temporary surges or fluctuations.

It is also encouraging that the saving in the very expensive black gold is to be found to a greater or lesser extent in all the provinces, although there are still some mills where the oil plague continues to be almost endemic.

At the time of this writing, Cienfuegos continues to lead in this connection. The fact is that the workers in Cienfuegos were the first to put into practice a very aggressive philosophy in the fuel sector, the heart of which has been and is, after dismissing energy mythology, to work not only for savings, but against the consumption of oil and firewood in the sugar industry until it is reduced to zero.

Other provinces, such as Villa Clara, Granma and Havana, for example, have been following steadily in their footsteps. It is worthwhile examining the savings effected by Havana province.

In 1976 the Havana sugar mills consumed 14,817,000 gallons of oil, with an average of 926,000 gallons per mill--in other words, an outstanding example of waste. Five years later, during this 1981 season, the consumption at these same 16 mills has been only 310,000 gallons, with an average of less than 20,000 gallons per plant.

When we inquired at the Havana office of the MINAZ [Ministry of the Sugar Industry] about the basic reasons for this drastic reduction, particularly in 1981, the comrades there offered the following answer:

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"This result represents greater administrative exigency, the improvement of our thermal energy installations, basically in the furnace and boiler room sectors, since fuel economy attachments have been installed for the boilers at almost all the mills. Also, the evaporation combinations best suited to each site have been studied, along with better utilization of the used water. Also the increase in the workers' spirit of saving has been decisive, along with the payment of bonuses precisely to encourage savings in this most vital fuel."

In a word, we are witnessing an important achievement on the national level. But it is also true that each step taken brings one to the next. The sugar industry also faces the challenge of waging the battle throughout the links in the national electrical network, which also involves oil consumption. It is this other problem which bears careful watching, because according to the experts, each kilowatt hour is the equivalent of 300 grams of oil.

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CUBA

LAS TUNAS SUGARCANE HARVEST RESULTS REPORTED

Havana BOHEMIA in Spanish 22 May 81 p 57

[Article by Andres Rodriguez: "Notes on a Superior Harvest"]

[Text] The workers of Las Tunas planned this harvest on the basis of their real potential at the present, and this was their first achievement. Based on reality, and not just desire, they set off in a position to achieve the goal set, and in fact they have just achieved it, experiencing the always welcome sensation of triumph, following year after year of reverses in the leading national economic sector.

To this conceptual point of departure were added other objective and subjective factors of primary importance, including, it is worth emphasizing, the opportunity to be the center of the main 26 July activities, which served as a spur to the effort to make that possibility into today's reality.

Las Tunas has ceased to be the most lagging province in the harvest sector. The virtually negligible millings of past years are also behind it. Its mills, powerful indeed in terms of installations, proved during the 1981 harvest that they can operate without major difficulties. And for the first time in recent years, the harvest did not have to begin in the months of June and July with a deficit balance.

In brief, a superior harvest has been achieved in terms of a complex of agroindustrial indicators which we are presenting to our readers in the table at the end of this article. Naturally, there remain some indicators in which considerable still remains to be achieved. For example, very poor results are still being obtained in terms of clarity of the mixed juice. Also, the sugar yield assessment is plainly low, not only below the plan figure, but below that for the preceding harvest.

However, we repeat that the goal set was achieved with better results and without transforming the harvest into an epic effort inconsistent with its status as an economic activity.

What is the best harvest period at Antonio Guiteras? We asked this question at the most powerful of the Las Tunas mills (1 million arrobas of sugarcane every 24 hours), and one of the strongest among the 150 in the country.

The need to begin and complete the sugar harvest early in the country is well known. This is the proper strategy for making full use of the optimal sugar yield curve and preventing the main economic activity from encountering major difficulties as a result of the onslaughts of spring.

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But there are specific cases which merit detailed analysis with a view precisely to making good use of this optimal yield curve and preventing the unnecessary loss of sugar. And this is the case, we believe, with the Antonio Guiteras mill, which is located on the northern coast of the province of Las Tunas.

There are several factors in this connection here which we set forth for the consideration of those interested.

Antonio Guiteras mill began its harvest rather early, on 30 November 1980, and although this strategy was and is the proper one generally, there are many at the mill who now believe that in retrospect it should be viewed as an error. Two basic reasons account for this, they claim.

1. December is a very low yield month, especially the first half.
2. May is a month in which the weather and yield develop well through the first two weeks.

A specific study of the 1981 harvest yields the following results in this respect.

During the 31 days of December, the mill never achieved a yield level of 9, and never could achieve the 1,000 tons of sugar a day. In addition, it was shut down for five consecutive days because of the winter rains.

However, throughout the first 14 days of May the yield remained above 11, and production never dropped below 1,000 tons per day.

Finally, sugar production was much higher in the first 14 days of May than in the 31 days of December.

Some Indicators (in %) in Las Tunas in 1980 and 1981

	<u>1980 Harvest</u>	<u>1981 Harvest</u>
Milling norm fulfillment	68	86
Total time lost	36.35	17.74
Time lost due to lack of cane	13.21	3.44
Time lost due to operational interruptions	6.18	1.37
Time lost due to breakdowns	6.63	1.99
Recovery	80.92	83.03

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COUNTRY SECTION

CUBA

NEW PROCEDURE USED FOR CUTTING SEED CANE

Havana BOHEMIA in Spanish 22 May 81 p 32

[Article by Andres Rodriguez: "Cutting Seed Cane with a Combine"]

[Text] We have seen with our own eyes (the redundancy is justified) the mechanized cutting of seed cane. We saw this at two enterprises on the northern coast of the province of Villa Clara, which has become a kind of testing ground for this unusual practice in our sugarcane growing sector.

We should stress the novelty of this procedure here, for in fact cutting seed cane with combines has been implemented for some time now in other parts of the globe, some of them as close as Florida in the United States.

In principle, this practice is of interest and therefore is worth following up. Naturally, as with many things in real life, it has its supporters, opponents and suspicious neutrals.

Its advocates argue, based on facts which seem convincing, that this system of cutting leads to a reduction in the cost of planting, particularly in the use of manpower in those places where it is not abundant, or simply in short supply for various reasons.

This argument gains even greater strength under the current conditions when the country is facing a tense spring planting season which covers no more and no less than 30,000 caballerias.

At the same time, another economic factor comes to the defense of the advocates. It pertains to the greater use of the combines, not only during the harvesting period, but during the preparations for the following season, which is the time, and certainly not a short one, when this costly basic equipment stands completely idle, although its cost continues to increase due to depreciation.

The opponents or those who view this procedure suspiciously, for their part, cite the undesirable aspects which also have a rational justification.

First of all, to put the arguments in order, they point to the greater quantity of seed cane per caballeria planted, which as is evident works to increase the total cost of the planting and in addition removes from production a not negligible tonnage of cane which is for this reason not milled in the harvest season.

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Another undesirable aspect mentioned has to do with the damage suffered to the seed cane as a result of the blows dealt by mechanical cutting. The traditional rule has invariably involved great care of the seed cane so that no difficulties will later be encountered in germination, for example.

Naturally, these stalks damaged in cutting by the combines must be discarded when the time comes for selecting for planting, a fact which, as has been mentioned above, leads to a really much higher seed consumption than is the case with traditional cutting by machete.

It can be seen, then, that this matter merits proper consideration and a complete study of its advantages and disadvantages in order to be able to reach the proper conclusions for the country without excessive feelings in one direction or another and without the pendulum swing of emotion. What is certain is that this matter is worth following very closely in the public forum of the economic section of BOHEMIA.

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CUBA

SPRING SUGAR CANE PLANTING SITUATION ANALYZED

Havana BOHEMIA in Spanish 1 May 81 p 62

[Text] Single variety farming reflects the tendency to settle for substantially a single variety in the sugar cane plantings, as in the case which concerns us. Such a commitment, however many virtues a given variety may possess, entails serious risks which do not require much explanation. It suffices to suggest that we remember the rust.

Naturally, the comrades in the Hector Molina unit were in no way prophets equipped with the gift of foresight. Making this statement might cause the reader to laugh. But it seems that before the rust disease erupted suddenly two years ago and liquidated the plantings of Barbados 4362, these comrades, for other reasons, had already established the desirability of beginning to limit that variety.

This does not mean that their enterprise went unscathed. The rust penetrated their plantings too, without a doubt, but with the difference that the seed banks were already being supplied with new varieties, whose behavior was also being studied.

These circumstances, then, made it possible to deal with the consequences of the disease thanks to a certain availability of seeds not only of the universal Jaronu 60-5 variety, but other new varieties as well, such as Cuba 323-68 and 187-68, which fortunately, revealed promising characteristics under the specific conditions at the enterprise.

In brief, seeds were available both for the replacement needs of the the Hector Molina unit itself and also for other enterprises in other provinces of the country.

We will follow the ancient maxim of St. Thomas, then, and present to the reader the varieties planted and those which will be planted at this important enterprise in the southern part of Havana during this spring campaign.

The following have been planted as of 31 March:

<u>Variety</u>	<u>Caballerias</u>	<u>%</u>
Jaronu 60-5	33.9	24.3
Cuba 87-51	17.2	12.3
Cuba 187-68	47.7	34.2
Cuba 323-68	40.0	28.6

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As can be seen, there is a certain balance and therefore, no evidence of an excessive proportion or impassioned commitment among the varieties planted up to 31 March.

The following is the plan for April and May planting:

<u>Varieties</u>	<u>Caballerias</u>
Jaronu 60-5	6.0
Jaronu 64-19	2.5
Cuba 187-68	25.5
Cuba 323-68	42.5

Again the development seen for the new Cuba 187-68 and 323-68 varieties can be observed. As noted previously, they are regarded as very promising because of their overall characteristics, according to the studies made, including the possibility of harvesting it as fallen cane.

One can also see how the Jaronu 60-5 variety, which accounted for a heavy proportion of about 47 percent in 1980, is beginning to be limited precisely with a view to a proper balance and presenting a relapse toward the risky practice of single variety cultivation.

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REVIEWER CRITICAL OF PLAY ON ANTI-SOCIAL BEHAVIOR

Havana BOHEMIA in Spanish 1 May 81 pp 24-25

[Review by Nati Gonzales Freire of the play "Rampa Arriba, Rampa Abajo," by Yulki Cary]

[Text] Dramaturgical problems prevent "Rampa Arriba, Rampa Abajo" [Up and Down La Rampa] from being the play we had hoped for. It is clear that the desire of its author, Yulki Cary, was to issue a warning about family responsibility for the young people who make "shady dealings" a way of life. But this should not prevent consistency with the title of the work. And the suggestion of an unidentified exterior location, with no hint at all of La Rampa, and where in addition nothing happens, although people come and go, cannot take the place of the relation the play should have with the street world.

In the final analysis, despite the name, this play takes place in the respective rooms of two girls who are the protagonists, surprising the spectator by the fact that the title of the work has nothing to do with La Rampa. There is disillusionment, then, because no hint of the famous atmosphere of the main street of Havana is provided on the stage. And later, the regrettable consequences resulting from this dramatic error begin to be visible, for the play becomes an allusion to individuals and events which are never seen by the audience, although they exert a great influence on the lives of the young girls, while despair as to ever being able to understand the circumstances affecting the decisions of the young people becomes ever more concrete.

In other words, it is not enough to question the home. What was needed was to show the social aspects in which these deviations developed. And indeed we wanted to get deeper into the matter, to explore more profoundly how a hysterical mother or other confidant can do such damage to children little inclined to effort, full of petty ambitions and won over by the seemingly easy life. There is a need to present the individual and the environment which leads him to vacillate, rather than reduce them to words, such as to make the importance of decency in human life more obvious. Then we note that not even the intervention of a young man on her own level can make the protagonist aware of her mistake. This indicates that education is a question of method, moral authority, habit, which can only be established by one's elders, from whom it is necessary to learn respect from childhood, if we are not to find ourselves later useless and excluded as their advisers.

The staging by Liliam Llerena, with the Bertolt Brecht group, was little help. Rather it sought to adjust and define contrasts nonexistent in the work, exaggerating

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the characteristics of certain characters and pushing them almost to the point of caricature. Thus Gloria, the mother of the protagonist, played by Elba Marquez, is consistently laughable despite the tragedy she is living, and although we understand the excellent effort of the actress, this interpretation destroys the character. The same thing happens with Alejandra, played by Luisa Maria Jimenez, whom we see represented with vulgar gestures and mannerisms and got up as a circus personage, such that she loses her character as a typical girl through the use of foreign clothing which makes her into a clown. The best direction of the players is seen in Alicia, played by Amarilys Pumeda, who describes the sudden reverses in vacillating conduct of a girl of her age with normal freshness; the vigorous Panchito, played by Rini Cruz Vera, who presents a young gallant, without superficiality; and the smoothness with which Orquidea Rivero, on the one hand, and Raul Eguren, on the other, create Eloisa, the understanding but unconcerned mother, and Arturo, the father distracted to the point of absurdity, respectively. There is also the habitual personal grace with which Lilian Renteria carries off her somewhat overblown role as the schoolmistress Magaly, as well as the sympathetic respectability Rolando Nunez gives his character, the professor.

The totally formless scene design by Derubin Jacome contributes nothing to the work, while the costuming by Miriam Duenas is generally acceptable, except for the ridiculous costumes worn by the protagonist and the last outfit, entirely unsuitable, in which Magaly appears. Only the lighting, under the technical direction of Carlos Maseda, and in particular the music by Jose Maria Vitier, provide a certain atmosphere.

We hope that Yulky Cary's enthusiasm will not expire with this work, but will be turned again to this fascinating and urgent theme.

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ROUNDTABLE CRITICIZES NATIONAL BUS SERVICE

Havana BOHEMIA in Spanish 22 May 81 pp 28-31

[Roundtable conducted by Gregorio Hernandez with participation by officials of the National Bus Enterprise; date and place not specified]

[Text] Transportation problems, regardless of the type of transportation involved, are always a matter of public interest. That fact results in a constant struggle to increase efficiency, which is reflected in the improved quality of the service. But achieving that quality means that many resources--ranging from the organizational and operational structure to optimum results from the support provided by the maintenance and repair shops--must be brought into action.

For this economic BOHEMIA roundtable, we met with the representatives of those various activities which combine to make up the Ministry of Transportation's National Bus Service.

It is well known that in the last years of the past decade, a positive change has gradually been taking place in the way it manages its business of transporting passengers. But shortcomings and difficulties obviously remain, and they are hindering successful better management. That is why the questions tend to find in the answers the solutions to those problems--primarily of a subjective nature--which still spoil such an important activity on the part of a national public service.

Making up the panel of guests were Gerald Simon Escalona, director of the enterprise; Agustin Alfonso Carballo, deputy director of operations; Maximino Martinez Fornells, deputy director of economy; Guido Lopez Infante, head of the commercial department; Reinaldo Hernandez, administrator of the Augusto Cesar Sandino Depot; Rolando Gomez Chala, administrator of the national charter bus depot; Luis Freda, administrator of the Francisco Caamano Depot; Alfredo Estevez Miro, administrator of the Havana Bus Terminal; Bartolome Soler Hidalgo, Nelson Milian Pedreira, and Jose Romay Menendez, members of the enterprise's management; and Carlos Eznaola, organization secretary of the union office.

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Without further introduction, we here present the dialogue from start to finish.

[Moderator] The quality of service has many aspects, but one basic aspect concerns the departure and arrival of buses on schedule. How is that indicator performing?

Agustin Alfonso: The service quality indicator currently stands at between 96 and 97 percent for the time between the vehicle's arrival and its departure with the required cleanliness in each vehicle.

Gerald Simon: We feel that the quality of a service is decisive. Apart from on-time departures, in 1980 we also worked on reducing the so-called waiting list at the Havana Bus Terminal, on establishing the central reservation office, which is open 24 hours a day, on improving the food services in some towns along the routes in cooperation with the people's government, and on reducing from 1 hour to 30 minutes the time that the user must spend in the terminal. We still have problems with the check-in of luggage, the supplying of adequate information, improved comfort during the trip, and other matters related to cleanliness.

[Moderator] At one time the "waiting list" would usually result in hundreds of people being crowded into terminals all over the country. Have you succeeded in overcoming that situation, which was taking on epic proportions?

Guido Lopez: Some time back we began taking steps enabling us to eliminate that problem. The availability of seats for the people is the first thing. Today we can assure you that each bus is filled to almost 90 percent or more of its capacity. Currently we are trying out a system for selling tickets up to 20 minutes before the departure of long-distance buses and up to 10 minutes before in the case of short runs. We feel that those measures are going to contribute directly to a shortening of the "waiting list."

Alfredo Estevez: Since from 96 to 97 percent of the departures are on time, this contributes to the traveler's certainty when he makes his reservations that he will leave at the time he reserved.

Gerald Simon: The enterprise feels that the "waiting list" indicates a failure in managing the supply, because we used to put on extra buses when we already had people on the second floor, where they might number 3,000 or 4,000. But now we schedule extra buses in enough time to be able to sell seats at the reservation office, so now we do not wait until the traveler is here before putting on the extra bus.

[Moderator] One of the problems existing in some towns where buses stop for meals is the lack of proper hygiene. Has this been discussed with the appropriate agency of people's government?

Guido Lopez: Throughout the country, in the towns where our buses make meal stops for the passengers and crew, there have been discussions at the level of people's government with the food enterprises providing that service. In almost every case, the party participated on the municipal and provincial levels. Today we can say that towns which faced serious problems in the past as regards both hygiene and quality have shown improvement. We can mention the cases of Santa Clara and Holguin and, even more recently, Pinar del Rio and Ciego de Avila, although there are some towns

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where the problems persist, one example being Cascorro, where the hygienic situation is not the best. The Havana Bus Terminal is a vivid example of what the hygienic services in a terminal ought to be, and this is very praiseworthy, since about 25,000 persons enter that terminal every day, and a large percentage of them use those services.

[Moderator] Is there any problem with a lack of hygiene in the rolling stock?

Gerald Simon: We believe the situation has improved, because one of the problems we had years ago concerned insects and cockroaches. This has been resolved for quite a while now, and at little cost. It was a matter of organization, since a very active crew was organized, and it solved the problem based on the life cycle of the insects usually found in the buses. We believe, however, that it is necessary to insure maximum hygiene in the special services--such as, for example, retaining the individual cloth that covers the back of the seat. We had problems with cleanliness inside the buses, so we obtained vacuuming equipment suitable for the job, and it has improved the internal cleanliness of the buses.

[Moderator] Have luggage losses been reduced?

Guido Lopez: They have been declining extraordinarily. In 1979, out of approximately 4 million pieces of luggage handled in the buses, 18 were lost. In 1980, with a similar number being carried, only 10 were lost. There are still shortcomings, but they are being overcome to a noticeable extent. I feel that work must be done to eliminate them entirely.

Gerald Simon: The system we use in the Havana Terminal is very bad: it causes the traveler inconvenience. The comrades are to present a report very shortly on how to facilitate the delivery of luggage at the Havana Terminal.

Alfredo Estevez: In the case of outbound luggage, the idea is to have a place for checking it in at the entrance to the terminal. From there it would be taken directly to the baggage room. And on the platform for arrivals, we would have something similar to the system at the Rancho Boyeros Airport. With that in mind, we are holding discussions with the comrades at SIME [Steelworking Industry]. We want to point out that in 1980 not a single piece of luggage handled by workers at the Havana Terminal was lost.

[Moderator] What results are being achieved with the express to Santiago de Cuba?

Agustin Alfonso: Because of the temporary closing of the Guantanamo and Santiago de Cuba airports, it was decided to put on an extra bus at 2130 hours. That was not enough, so another one was added, this time an express, and its travel time between Havana and Santiago de Cuba is 12 hours 50 minutes, since the number of stops is limited. There are days when the demand exceeds the available seating on the two extra buses, and when the demand is higher, we initiate another plan providing more travel space. This helps reduce the congestion on the "waiting list."

Gerald Simon: We think that on those lines that have several departures, we are going to increase the number of express buses. This cannot be the general practice, because we have responsibilities to meet along the route, but it is fair that all those going to the same place should be brought together for one departure.

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[Moderator] What results are being achieved with the incentive program and the bonus system?

Maximino Martinez: The first steps in that direction were taken in 1975, when incentives were applied to the washing operation. The results were positive. Beginning in January of this year, the incentive program was changed in our basic shops, where we succeeded in introducing forms of payment more directly related to the results, quantity, and quality of the work. This includes piecework for certain operations. This new system was aimed at insuring that job performance would be related to making the buses ready on each shift so that they would be available for departure on time. During 1980 we ran a pilot program with the drivers based on a system of a set rate for the trip plus a bonus for sticking to the schedule, collections, and having no accidents. That system was put into general use beginning in the last half of January 1981.

Beginning in November 1980, we also put the incentive program into effect for the drivers in our National Charter Fleet, thus making them--that is, the drivers on our interprovincial and charter lines--factors for speeding things up in terminals and agencies for passenger transportation.

[Moderator] Has the number of accidents increased or decreased?

Agustin Alfonso: We ended the year 1980 with 0.54 accident for each 100,000 kilometers traveled. To reduce the number of accidents, we worked out a plan with all the offices nationwide. Under that plan, informational blackboards have been set up in each of the main agencies to advise drivers of the situation on the highway: sections with obstacles, any dangerous places in the dark, loose livestock, and so on. The drivers passing through see the blackboards and find out which sections of the road have obstacles.

In addition, the incentive program that has been in effect since January stipulates that comrades who have no accidents during the quarter will receive a bonus of 5 percent over the wages due them. Our enterprise has also established an annual award for those who have had no accidents for 5, 10, or 15 years.

Gerald Simon: That figure of 0.54 per 100,000 kilometers--which is a good figure internationally--includes all types of accidents. It covers those caused while backing up in the shop as well as big collisions on the highway. There has been a very considerable reduction in both types in the general struggle. The second aspect is economic in nature, since the type of collision that occurs inside our own facilities puts a bus out of service for 4, 5, or 6 days. We have been achieving good results in eliminating it.

[Moderator] Have you overcome the difficulties in the charter service?

Gomez Chala: In our activity, the basic job is to provide service for government organizations, and this is independent of our work in mass transportation and the support we give the interprovincial service during peak months. Our facility has been working hard to salvage the Leyland equipment, and there has been a tremendous effort on the part of our center's workers and organizations.

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Gerald Simon: This charter group recently salvaged an extraordinary number of buses that had been scrapped and put them in totally satisfactory technical condition. The facility also meets the needs of tourism, both national and international, as well as those of the CTC [Central Organization of Cuban Trade Unions], and it also helps the terminals maintain their schedules. One of the difficulties that used to exist was that of not being punctual in picking up the group from the organization that had chartered the bus, and this has improved substantially. There are no problems with hygiene here. The driver keeps his bus in the best possible order from the standpoint of esthetics and hygiene. We still have problems to solve, but we are aware of almost all of them, and the workers can solve them.

Gomez Chala: It is also true that we had a few difficulties at the start of the incentive program--that is a fact. But we set up an "apparatus" made up of a group of comrades, and that enables us to distribute the service among our drivers without any uncertainty. It also means that they are informed 24 and even 48 hours ahead of time.

[Moderator] We know that problems exist in the area of maintenance and repair. For example, there is poor quality in the repair of engine assemblies. Some of them have even been rejected. What is the situation in this regard?

Nelson Milian: During 1980 and so far in 1981, we have encountered quite a few problems with the quality of engine assembly repairs. In the Hino RC, 37 and even 38 percent of the engines repaired for us failed before completing the 10,000 kilometers stipulated in the guarantee we get from the repair plants. We have had the same situation with the Hino RV engine. This requires double work in the depots. In this specific case, an engine is a unit whose assembly requires a day of work, and when it does not meet requirements, it must be removed again. In September and October we had 42 vehicles out of service because of problems with the Hino RV's transmission. That vehicle also presented a technological problem in fifth gear, and we had from 60 to 70 buses in that condition. This meant that in order not to affect the service, we had to issue instructions for vehicles on short runs not to go higher than fourth gear and not to exceed 85 or 90 kilometers per hour--in order not to disrupt the scheduling.

[Moderator] It would be helpful to hear other opinions concerning the quality of repairs.

Reinaldo Hernandez: Despite all the difficulties being experienced by the Sandino Depot with the larger assembly components--such as transmissions, differentials, and other components of less importance--in relation to their quality when they come from the support centers, we have adopted organizational and technical measures with the cooperation of the workers, and these enable us to keep to the schedule in 96 and even 97 percent of the cases on the run between Baracoa and Pinar del Rio.

Luis Froda: Our depot--Francisco Caamano--takes care of buses in regular service. During 1980 we were faced with situations of poor quality in the repair of engine assemblies. In 1981 the situation is growing even worse: in February 29 engines were out of service, and four of them had zero kilometers on them. This causes annoyance

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among the workers, who see that the incentive for productivity is not achieving its purpose.

[Moderator] What about the rebuilders?

Bartolome Soler: This situation with the quality of the engine assemblies and their durability has shown that the production plans agreed on between us and the enterprise are inadequate. As regards the rebuilders, last year we salvaged a considerable number of Leyland buses, and this year we have included a provision for stepping up plans to salvage Hino RC's, which are the ones used in regular service.

Gerald Simon: Along with what the comrades have mentioned, I might add the problem with the parts used by the enterprises that repair engine assemblies. They are imported, and in general there are failures in delivery of the parts. You were talking about the fifth gear in the "white fang"--the RV. The technological solution was sought, we complained to the head office, and it solved the problem. I want to point out that the Economic Management and Planning System enables us to solve these problems, and we have used the elements of that system and relied on it in resolving matters that affect our enterprise.

For example, the comrades at TRANSIMPORT [Cuban Enterprise for the Import of Vehicles and Transportation Equipment] agreed to allow the contract for 1981 to be signed by quarter, assortment, and value, and that is how we signed it. That takes care of a few problems, since all the enterprises have to do the same. There was a time when we did not lodge complaints, and the system allows us to do so. As far as this year is concerned, we have obtained a considerable amount of money as a result of those complaints, and this minimizes the problem of effort by the workers and of resources expended in assembling and disassembling something that was not working right. Now, at least, we don't pay for something that is bad. But it is also true that a few months ago we were knee-deep in shortcomings--some of which remain--in the acceptance of deliveries, in evaluations and technical discussions concerning what is delivered to us in the way of repaired engine assemblies, in standards for assembling and testing the engines themselves, and so on.

[Moderator] When will the general wage reform be implemented in the National Bus Enterprise?

Jose Romay: We hope to complete implementation of that reform around June this year. This is based on a plan that we are in the process of presenting to the various provincial commissions. All of our presentations should be completed in April or May. We have had to redo several reports, but we have no doubt that the reform will be established in our enterprise by the end of the first half of this year.

[Moderator] Does the enterprise have any chance of setting up economic incentive funds this year?

Maximino Martinez: We can say that in 1980, for the second year in a row, the enterprise was able to establish economic incentive funds as a result of having fulfilled the necessary conditions. In 1979 the fund totaled 633,000 pesos, and in 1980 it amounted to 738,617 pesos. In other words, the combined total for both years was 1,372,232 pesos.

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As far as 1981 is concerned, the National Bus Enterprise has been merged with three other enterprises--the former Central, Central-West, and Eastern interprovincial enterprises. In previous years, those enterprises did not achieve the fulfillment or overfulfillment that would have allowed them to set up funds. In the process of merger, it is a premise of our collective group that planning should again contemplate the possibility of setting up an economic incentive fund in 1981.

[Moderator] The National Bus Enterprise made a great leap forward in quality during the decade just ended, and especially in the past 2 years, but this roundtable has brought to light innumerable shortcomings that remain to be overcome. What can you tell us in this connection?

Gerald Simon: We would have to talk about shortcomings in three areas: service to the user, organizational problems, and the problem of economic management.

We believe it is necessary to continue working hard to insure convenience for the traveler. For example, we must provide more information before and during the trip, and to do that we will have to salvage the technical means which our equipment used to have but which are now damaged to a considerable extent. This is the problem, for example, with the microphones used to provide information.

We have no problems in the charter fleet. There every bus has its microphone, and it is in good working order. But of the buses that provide the special scheduling through terminals, a large percentage do not have that accessory. In the 1981 plan we have included for the first time the manpower needed for radio repairs and communications inside the buses, and this year we are going to have those resources. We also talked about conveniences on the bus during the trip, such as pillows and hygienic covers. We intend to continue our efforts to provide greater hygiene and neatness in the terminals.

We must continue working on the reservation system. Although we have achieved successes in the Havana Terminal, it is necessary to set up a plan for return reservations. An important matter for the traveler is the reduction in transfers between buses on the highway because of breakdowns. This problem has been reduced recently, but in addition to the need for the shops to continue improving their work, we are going to increase the number of backup buses in the country's interior.

We must look into the possibility of changing the work plan of the inspectors to include items not covered at present, such as increasing their level of training and specifying their duties and authority. Although this is not a shortcoming, we will continue struggling fervently to lower the accident rate. We regard as accidents anything from an abrasion to a collision on the highway. In the plan, our drivers are the best weapon we have, in addition to help from the Ministry of Interior and the Traffic Bureau.

From the standpoint of economic management in 1980, the production value plan was fulfilled and overfulfilled: the number of trips increased in comparison with the year before, as did the number of passengers carried, and this was accomplished with a lower average number of workers and with a wage and cost fund in pesos that was less than the plan, with the result that productivity in that year was 105 percent. In January of this year, we beefed up our force by merging with three other enterprises operating in the former Camaguey Province and Las Tunas. They were having

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financial problems and difficulty in meeting their schedules and insuring departures on time. It is a responsibility of the workers to go on solving those problems rapidly so that they do not have a negative influence on this year's plan, and we are already achieving a few positive results.

[Moderator] How is emulation proceeding as far as fulfillment of the technical-economic plans for passenger transportation is concerned?

Carlos Eznaola: Out of a total of 6,449 workers in the enterprise, 94 percent are emulating, and 81 percent have met the requirements of the 10th WFTU Congress Emulation. We feel that in the work done by the working collective in 1980, we must draw attention to the Hino rebuilding enterprise, the central office of the enterprise, the Francisco Caamano Depot, the Ciego de Avila Terminal, and the downtown office. As far as outstanding crews are concerned, there are the Guantanamo driver crews and the full maintenance crews at the Augusto Cesar Sandino and charter depots, together with the fire and baggage crews at the Havana Terminal. We expect that in 1981, as part of the 10th WFTU Congress Emulation, we will be able to see 100 percent of the national bus workers in the emulation program. Let each one know whom he is emulating, why he is emulating, and what he is contributing to society through that emulation.

[Moderator] What prospects for development does the enterprise have, including replacement of old equipment?

Gerald Simon: For this 5-year period we have a plan for increasing our rolling stock by 500 new buses--200 special buses and 300 of the regular type. This will make it possible to meet the growing demand, which is rising by 8 and even 10 percent per year. During 1981 and 1982, we will have to absorb that growth with our current equipment, since large numbers of buses to meet the greater demand will not arrive until 1983.

From the standpoint of prospects, the services in the special category will have to really earn that standing. They must have the opportunity to be regarded as such.

We are convinced that with the support we have had from the higher organizations in the ministry and as a result of the joint work we have done and are continuing to do with the union, the party, and the people's government, our enterprise will necessarily gain even more prestige among our people in the future.

Comments: With this economic BOHEMIA roundtable weighed on the scales, it becomes evident that the pointer tilts favorably in the direction of good results in the management of the National Bus Enterprise. Nevertheless, the explanations by each of the panelists revealed shortcomings and difficulties, both objective and subjective. The objective ones are basically external in nature: for example, the parts for engine assemblies or the fifth gear. But the subjective shortcomings and difficulties, which are of an internal nature, lead us to ask this: why were there no solutions throughout all these years to problems such as the "waiting list," extra buses to handle failures in departures, return tickets, the maintenance of strict hygiene in the vehicles and the

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terminals, and practically all the problems that became apparent as each of the panelists spoke? In our opinion, this is the Achilles' heel of the National Bus Enterprise--the fact that it waited so long when the solution was obviously within reach.

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COUNTRY SECTION

CUBA

RESULTS OF SANCTI SPIRITUS TOBACCO HARVEST NOTED

Havana BOHEMIA in Spanish 22 May 81 pp 48-49

[Article by Magda Martinez: "The Biggest Among the Big"]

[Text] You cannot imagine the tremendous joy we felt in looking over some pages of copy, yellowed by the passage of time, never published before, which can be blamed on blue mold in this case. Nevertheless, today we return to those same districts of the 'Neiva' tobacco enterprise in Cabaiguan, Sancti Spiritus, and the situation is entirely different. The spirit of the workers here is so encouraging that I may well say without fear of exaggeration: We have the biggest tobacco harvest here in the enterprise's entire production history.

At the end of October 1979, the 'La Campana' district still had not prepared some of its land for planting and it was assumed that the planting would start in November. In analyzing the situation with a large group of the enterprise's workers, the manager and the party, it was established without much effort that everyone was terribly discouraged. There was talk of poor soil, of declining yields, of lack of work in the planting areas since the machinery did not arrive in time.

In other words, a long series of calamities. That is what emerged during the continuous discussions taking up the management figures and the guidelines for the plan to be accomplished.

Right now, since we are moving again, what was the first thing we saw? Well, it was the tobacco which covered everything and wherever we looked there was incredible health and exuberance. The aromatic plant was growing all over the place. A group of comrades was loading the harvested leaves on the trailer. They would then be taken to the curing houses.

Inside we saw Juana Fonseca, who had been on the job for 5 years and who, in 8 hours, can finish 50 sticks of tobacco--and the standard is 41.

At the time BOHEMIA visited it, the district had 107,430 sticks of tobacco in curing. This is a very encouraging result if we realize that this district at most used to collect 80,000. Nevertheless, at that time it still had approximately 100,000 sticks left.

We inquired about some of the points raised earlier, such as the poor condition of the soil. We were told about the agricultural engineering work done to improve the

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soil. They applied [sugar] juice froth to the soil, along with lime, before plowing. They likewise did not lose sight of the fact that the bad plants had to be removed. For that purpose they used herbicides and kept the fields clean during the entire season. Finally, they resolved those old disputes by improving the soil and facilitating the job of servicing the equipment.

The comrades emphasized the seriousness which prevailed in managing this operation. They said that this, as never before, made it possible to achieve yields of 21,744 sticks of tobacco per caballeria, whereas the plan had called for 16,000.

We must not downgrade the decisive factor represented by the wage reform and the institution of on-the-spot consumption by the workers. The work force was able to purchase rice and beans for its personal consumption. The workers managed to achieve a maximum output because they were free of worries since the fundamental necessities of their home life had been taken care of.

There was no lack of water either. They irrigated day and night. There was only one rather deep-rooted enemy and that was the parasite plant known as broomrape. But here again there was a way to fight against that parasite: early planting. This weed generally appears in January.

For the next season they will have better soil and all areas will be tied together. They will use the C-30 variety on their 23 caballerias.

Every last one of the old-line workers assured us: "This is the first time that I have seen real tobacco at La Campana."

Abilio Sanchez, an old worker whom we met during our earlier visit, when he was the labor union leader at the enterprise, is today the municipal secretary-general. With his usual friendliness, he once again took us on an inspection tour. We walked along four curing sheds which had been under construction in 1977 and which now hold tobacco. This involved an investment of about 2,000 pesos which had remained idle for more than 3 years.

We continued on to the Yamagua district in order to check on the reports we had received earlier. There the workers were busy combining two harvests into one. After collecting the plants, they returned to plow the soil and to plant the seeds. This is a new method which is being implemented amid the din of the current harvest drive.

Orlando Fleites, the boss of lot No 1, told us about this continuing effort. He also mentioned that there is a marked concern with doing things well. The idea is to earn bonuses for good output.

"The blue mold disaster did not break us," exclaimed Orlando, sitting high on his horse, and he continued: "Before that, we would ride right over the shrubs. Now nobody would ever damage a single one. Everybody realizes that this is his own field and acts accordingly."

Fleites continued the job of preparing the areas which had already been harvested. He was like a happy little boy when he emphasized that it was simply crazy to come

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back here and plant tobacco "just to see what comes up." In this way he prepared one caballeria and then another one which was in cultivation: "We have great hopes here."

The yield at Yamagua was between 225 quintals per caballeria and somewhere close to 250. And they still had tobacco left, which made that figure look even better. Fleites still had one complete caballeria to harvest. He told us that they are putting 400 leaves into each stick whereas before they only got 270.

The varieties used are C-30 and S-70 which is very similar to Black Root and Fleites told us: "This is a high-grade tobacco. It is the best."

Before completing our rounds, we met to talk in detail with Abilio in the premises of the municipal CTC [Central Organization of Cuban Trade Unions].

The 'Neiva' tobacco enterprise has 212 caballerias and is planting 175. It has a personnel force of 1,320 workers and an estimated output of 150 quintals plus 800,000 sticks of tobacco to string together.

Without fear of contradiction--and I believe that we all share this view--we have the biggest tobacco harvest here which we ever had. The record of this enterprise came to 10,000 quintals and estimates for the current harvest are around 32,000. Is this not reason for satisfaction? We can also see that all of the various operations involved in this harvest are coming along much better. Regardless of blue mold, the operation had deteriorated here in terms of quality. There was a total neglect of details, from soil improvement all the way to working with and managing people.

Said Abilio: "Sugar juice froth and lime were added to the poor soil. We also demanded constantly high standards in work performance. We did not tolerate, we did not allow any bungling. That had not always been the case."

The ties between the workers and the high-yield areas was another initiative that produced results. In these areas, the workers are very efficient and the workers actually push the supervisors. Besides, they are not stumped by problems but rather tackle them and resolve them.

The workers have also been given material to improve their housing facilities. The people's government is selling 60 percent of those units in coordination with agriculture. The labor union is responsible for distribution of housing units. This does not mean that all needs are being met but it is a step in the right direction.

Said Abilio: "Since December, they have been getting the benefits of the wage reform and they feel more motivated economically. They are piling up vacation time, independently of the rice, the beans, and the meat which is also being sold to them, that is, pork, in some places. They are fighting hard to keep improving things."

The 1981-1982 harvest drive is well underway. Soil preparation will start right now and should be ready by 24 July. We sincerely applaud this step because the soil must be prepared early and must be given the proper, high-grade care. By June, most of the areas should have their seedlings planted in furrows.

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Finally, they are correctly applying the technical norms this time. Since planting time is drawing near, they cannot afford to fall behind in their schedule just because some areas are not ready. Everybody knows that early planting will result in thicker growth, giving us plantations with magnificent nutritional conditions, to be able to cope with any contingencies, and to attain the ambitious goal of high yields.

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COUNTRY SECTION

CUBA

NEW TOBACCO PLANTING TECHNOLOGY EXPLAINED

Havana BOHEMIA in Spanish 1 May 81 pp 90-91

[Article by H. Nunez Lemus: "Minimal Labor--A New Technology in Tobacco Growing"]

[Text] Research carried out by the Soils Institute of the Academy of Sciences of Cuba and the San Juan y Martinez experimental tobacco station in Pinar del Rio over a period of six years have made it possible to develop a new technology for preparing soil for tobacco growing called the "minimal labor" technique, which has reduced the number of tasks from between 11 and 14, taking a period of 90 to 110 days--the method recommended by the technical norms--to three to five tasks taking 20 to 30 days.

The yield and quality of the tobacco obtained through the use of the new technique proved similar during the first year of experimentation, but as of the second year substantial increases of 11 to 15 percent were obtained in the best categories of tobacco. From the economic point of view, this achievement means an increase of 4050 dollars per hectare, based on the current price of the product on the world market.

Also, petroleum consumption for the preparation of the land is reduced from 32.09 gallons per hectare using the traditional system to only 7.52 with minimal labor, while expenditures for wages, technical maintenance and equipment depreciation are reduced by 60 percent. Taking the indicators mentioned above into account, it is estimated that with the implementation of the new system in the tobacco growing areas in Pinar del Rio alone an annual saving of almost a million gallons of petroleum will be realized.

Also, the production of pasture forage preceding tobacco cultivation was substantially increased, providing an important source for the raising of the nutritional level of our livestock herd.

Other Achievements

According to the calculations made by the Soils Institute, the annual losses incurred with the traditional technology in areas with slopes comes to 30 to 40 tons of soil per hectare, due to erosion. This means that with the continued use of the present method of preparing the land, this loss would account for a thickness of ten centimeters over a period of 40 to 50 years, representing approximately half of the plant layer. If this phenomenon were to occur, the compact crust with

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limited productive value which underlies the tobacco soils on the lower layers would emerge on the surfaces, decreasing the productive capacity of the land by more than 50 percent.

On the other hand, with the use of the minimal labor technology, it is possible to reduce the amount of the soil losses as a result of water erosion by a factor of 15, practically eliminating the effects of this nefarious phenomenon, while at the same time producing a gradual increase in the fertility of the soil.

Because of the successful anti-erosion effect of the new technology, it is believed that its introduction will make it possible gradually to eliminate the additions of full and organic matter systematically made to tobacco growing areas, at an annual cost estimated at a million pesos for Pinar del Rio alone.

Application of this technique on a production scale does not require additional investment, since the same equipment and tools used ordinarily in the preparation of the soil are utilized, but to a much lesser extent.

Minimal labor makes it possible to complete the tobacco soil preparation cycle in 70 or 80 days, increasing the potential for obtaining two harvests a year from the same area, as well as the use of the land in rotation with other farm crops, thus facilitating the more rational use of the soil.

The new technology was initially introduced under production conditions--farm extension phase--and with satisfactory results during the current tobacco season at the Edor Reyes and Hermanos Saiz in Pinar del Rio.

The most recent experimental results obtained in the last three years reveal the possibility of still further reducing preparation work, which will not only lower costs but will also ensure harvest increases of up to 20-27 percent. This last mentioned variation excludes the use of harrows in the preparation of the soils. They are replaced by cultivators which are less technologically complex and cheaper. It must be borne in mind that both harrows and their replacement parts are basically purchased from the freely convertible foreign exchange area.

Valid Recommendation

Taking the positive results achieved into account, the Service Institute of the Academy of Sciences of Cuba has recommended that its study be extended to other provinces, with a view to its development throughout the tobacco growing territory of Cuba. The Institute also recommends that this research be extended to other crops, particularly sugar cane, which because of its special characteristics should respond satisfactorily to the use of the minimal labor technique. More than a method of work, it represents a new concept of working the land which has been gaining increasing acceptance internationally as a result of the need to conserve petroleum.

Under the conditions in our country, minimal labor, in addition to being an important means of saving on fuel and production costs, responds to the urgent need to preserve and increase the fertility of farm lands, since intensified soil fertility under the conditions provided by our tropical climate considerably speeds up the

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processes of mineralization of organic matter, the result of which is the gradual reduction in the farm production capacity of the land. This is particularly serious in the sloping areas, where in addition, the excessive use of machinery causes great soil losses as a consequence of water erosion, speeding up the exhaustion of the land.

The soil is mankind's main resource. It is the source which provides us with food and other resources, and it will continue to be in the future, thus realizing the Marxist postulate of leaving the best for the coming generations.

Finally, the words spoken by Fidel Castro during the First Congress of our party should be borne in mind:

"The project undertaken by the Revolutionary Government, designed to put an end to the criminal destruction of the natural environment from which the country has suffered for centuries, is expressed in the protection of the soil against the elements which salinize and erode it."

Two Harvests a Year

According to the technical norms for tobacco cultivation approved by the INRA [National Institute for Agrarian Reforms] in 1971, the planting season comes between the second half of October and the last half of December, and the beginning of the harvest between the first half of December and the second half of February, bearing in mind that the growing period for black tobacco of the Creole (Criollo) variety is 80 to 85 days. In general, the process takes 150-160 days, including the work of soil preparation.

During the tobacco growing seasons in 1979-80 and 1980-81, an experiment in obtaining two harvests per year was undertaken, based on the premises of the short time the land is in use, the possibility of intensifying cultivation and the proven fact that the reduced labor system can be used for the second harvest.

The results of the field experiment shown by the table below indicate that it is possible in the course of a year to obtain two rich leaf harvests, both from the agricultural and economic points of view, because they are completed within an acceptable period of time--October to April--and the production volume is almost doubled in comparison to the traditional crop planted in the months of November to December. Moreover, the quality is similar and the expenditures on preparing the land for the second harvest drop by between 50 and 60 percent with the use of the minimum labor system.

Also, as a collateral but very important result, the period between 16 and 24 October was established as the best for early planting, and 22 February as the critical date for late planting.

With a view to preventing infestations of plant disease and insects, the crop is rotated with natural pasturage and kidney beans of the Bauntifut L-1-0049-78 variety, although it is believed that further research along this line is necessary.

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In view of the possibility that the second harvest of tobacco will be affected by the mosaic virus, because of the continued planting, testing the Escambray 70 variety, which is resistant to this virus, was considered. This was done on the agricultural areas at the above mentioned farms in order to prevent the spread of this virus and in order fully to guarantee the double harvest. This was achieved successfully as the results obtained show.

Table 3--Results Obtained from Two Tobacco Harvests Per Year on a Given Area,
Creole Variety

Variant	Planting Date	Harvest kg/ha	Total Harvest kg/ha	Increase over Control	
				kg/ha	%
1. Tobacco (one harvest per year)	2/11/78	1760	1760		100
2. Tobacco harvest I	16/10/78	1710	3410	1650	194
Tobacco harvest II	7/2/79	1700			
3. Tobacco harvest I	24/10/78	2060	3540	1780	201
Tobacco harvest II	15/2/79	1480			
4. Tobacco harvest I	2/11/78	1760	3050	1290	173
Tobacco harvest II	22/2/79	1290			

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COUNTRY SECTION

CUBA

LAS TUNAS' ALFONSO ZAYAS NOTES PROVINCE ACTIVITIES

Havana BOHEMIA in Spanish 22 May 81 pp 55-56

[Article by Andres Rodriguez: "Las Tunas in 26"]

[Text] How do you view the situation in the province? "We have a tremendous job ahead of us but we are making progress," says Luis Alfonso Zayas, first party secretary in Las Tunas in an interview given to BOHEMIA. The harvest has ceased to be a headache; we did the job properly for the first time in recent years. Progress in other economic areas, such as food, milk, eggs, and meat. The main problem is housing. The city has five swimming pools. We will end the hotel crisis in the province. Improvement in commercial network being planned. Highway restoration being started. Much more work will be done for the younger generation. BOHEMIA will return in December; Zayas invites us to inspect the province to determine the social-economic advance here.

Luis Alfonso Zayas received the correspondents from BOHEMIA early in the morning. The day before he was inspecting the townships in the province and we were unable to catch up with him. This time we coordinated our meeting because he is supposed to leave at 1000 to go to the township of Colombia with the minister of communications and later on, in the afternoon, he will be visited by Irma Sanchez, chairperson of CEATM [State Committee for Technical and Material Supply].

The first secretary of the party in Las Tunas certainly has a lot of running around to do. But we are now in his office as part of his daily routine. The first topic we take up naturally is the harvests; we say "naturally" because this eastern province is one of the country's big sugar-producing areas, with six sugar mills running, the smallest one of which, for example, competes with the biggest one currently operating in the province of Cienfuegos.

"We can say," Zayas notes, "that we have come up with the kind of harvest that Fidel asked us to produce. We did that with a harvest drive shortened by one month and besides, our mills are no longer a headache. They showed that they can do their job without fear, especially at Argelia Libre and Amancio Rodriguez, which were such big problems for us for so many years."

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"In your opinion, which were the best ones?"

"Well, Colombia and Jesus Menendez worked rather nicely. Antonio Guiteras will finish with an output of more than 170,000 tons of sugar to become possibly the country's biggest producer."

"What about electric power this year, was there a concrete response to Fidel's call for putting an end to the electric power breakdowns in the province?"

Zayas reached for one of those strange objects on the floor in his office and came up with one of them which he put on his desk. It was an insulator.

"That is what we were having problems with," he told us. "But at the same time we must say that the electric power situation improved greatly this year; we have detected a greater degree of concern in this respect and we therefore cannot say that the effect of this situation has been the same as in other years."

"Could you summarize for us the greatest achievement in the harvest?"

"Our greatest achievement was the awareness we acquired to the effect that the harvest has to be organized well from the very beginning. That was the most important thing because we understood that everything has to be organized in advance and not later on when, no matter what other steps you take, you can never catch up with the situation such as it really develops."

"And what has been your biggest difficulty?"

"We had difficulties on account of the rain at the start of the harvest; the sugar harvest dropped; the left-over sugar surplus forced us to keep on milling excessively until the end of the season and, when it was all over, we still had the job of improving the quality of the raw material."

"What is your estimate of achievements in other areas of the economy?"

"In general, we have had a year of progress in various areas. We advanced, for example, in the areas of food in general, milk, eggs, and meat, and we have taken positive steps in the construction industry. The job we still face is gigantic but we will continue to make progress; we have one very important element here and that is the spirit of the people of Las Tunas; there is much enthusiasm, much hope, and consequently, a great readiness to work."

The spirit of the people of Las Tunas is indeed an interesting subject. At this point we might insert two specific examples on that score which the correspondents of BOHEMIA observed. The people are massively joining the great spring sugar cane planting drive; many people are planting in the morning, they then go back to their usual jobs in the afternoon, and later on, at night, they help in the revitalization effort conducted by the CDR [Committees for the Defense of the Revolution] in their block. We watched a young tailor putting in long working days in his shop; we saw him on both days and we became rather curious about him. "Since I am sick and since I cannot go out into the fields, since I cannot do any heavy work either," he told

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us, "I fully devote myself to my trade." Nearby, in a commercial establishment, a home-made sign, not very elegant, but nevertheless very spontaneously, read "Fidel, Zayas, we are with 26."

"From the social viewpoint," we asked the first party secretary in Las Tunas, "how do you view the situation in the province and what are its prospects?"

"Our main problem is housing and we have begun to tackle it through a construction plan which includes the buildings for the sugar mills, the sugar cane enterprise areas, and the seats of the various townships. Of course, this is a plan whose implementation will require a certain amount of time but which, I repeat, we have begun to work on."

Looking at the other social aspects, the situation will advance gradually. By 26 July, for example, we will have renovated the hotels in the province and in that way we will eliminate the crisis we have been having in this respect. Along with this renovation, we are building the new 136-room hotel whose civil engineering construction phase will also be ready by 26 July. We will also build 100 additional units for the El Cornito motel and another 20 at the Caisimu recreation center."

Zayas' office manager suddenly came in; it seems that the minister of communications is about to arrive and the time is getting close to 1000, the time scheduled for the inspection of the township of Colombia. But we still have a little time left to continue our interview.

"What can you tell us about the recreation aspect?"

"We have to do much more work for our young people and we will do so over the next several years. Right now we are building four swimming pools in the capital of the province, plus the one being built in the new hotel. We are also planning to convert the Tunas movie house into a theater and we want to turn the entire area bordering on El Cornito into a recreation area, all the way to the highway running from Tunas to Jobabo; El Cornito of course will also have its swimming pool. We are thinking of using the dams around Caisimu hill for recreation purposes.

"Talking about recreation, when we were in Colombia recently, we were told that the big demand in this township is that the Habanero beach, the only facility of this kind in this area, be opened once again. Is there any response to that demand?"

"This is a fair demand to which we will have a response during this 5-year term when we finish the reconstruction, in other words, the complete asphaltting, of the highway running from the township's seat to the beach."

"We would now like to take up the important matter of roads; as far as we have been able to see for ourselves, the province has a tremendous job here. In this connection, in the township of Manati, we were told earlier that its only asphalt plant was closed down. What is going to be done on that score?"

"The Manati asphalt plant is already in operation, and those in the townships of Puerto Padre, Jesus Menendez, and Amancio Rodriguez are also working. Besides, we have already begun the restoration of highways linking Tunas with Jobabo and Jesus

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Menendez with Puerto Padre. Although this does not have anything to do exactly with roads, we must say that we are already drawing up the pilot plan for the remodeling of the commercial network in the city of Tunas, which today is really obsolete."

The office manager turned up again and he was followed by Communications Minister Guelmes. The hands on our watch had gone past 1000. Nevertheless, Zayas very cordially asked us whether we had any other questions.

"Just one thing, one last thing," we said. "Would it not be worthwhile systematically to follow up on what we have taken up here today?"

"Agreed. Come back by the end of the year, specifically in December."

And so we sealed this pledge which will enable us, on the spot, to keep tabs on the social-economic advances of the people in Las Tunas.

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COUNTRY SECTION

CUBA

REASONS TO PURSUE MILITARY CAREER EXPLAINED

Havana BOHEMIA in Spanish 22 May 81 pp 58-61

[Article by Reinaldo Penalver Moral]

[Text] If you have sons, you have surely heard this sentence: "When I grow up, I want to be a soldier." Before the triumph of our revolution, the only ones privileged to study for a military career were the sons of high military officers or those from wealthy families. Today, it is the sons of our workers and peasants who are being trained as command cadres in our military training centers.

Not very far from the center of our capital, in Ceiba del Agua in the municipality of Calmito, is the Gen Antonio Maceo Interservice Academy of the FAR [Revolutionary Armed Forces]. There our young people who are graduates of the upper secondary system (preuniversity schools or polytechnic institutes) are offered one of the most attractive career options, considering the opportunities it provides for being useful to the country while also permitting their individual, complete, and unlimited advancement.

The academy, which we could very well describe as a small city, has five schools in which 10 specialties are taught. The courses of study last either 4 or 5 years, and students graduate as engineers, with the exception of those preparing for the military-political specialty, who graduate with a licentiate in political science. Upon graduation, the rank of lieutenant is conferred.

During our tour of the modern facility, its deputy director, Col Ramon Marquez Silva, explained to us that the reason why the command cadres in our armed forces take university courses at this school is that the scientific and technical revolution has developed not only technology in the areas of production and services but also military technology, and the result is new concepts regarding the organization and leadership of contemporary combat.

Colonel Marquez said: "Our graduates must be prepared to cope with the specific and practical problems that will face them every day in their units and in their daily lives, and basically, they must be capable of organizing and directing combat in complex situations using the modern armament under their command."

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The Gen Antonio Maceo Interservice Academy of the FAR was founded on 7 February 1963, and those admitted to the cadet courses offered there come from the Camilo Cienfuegos Military Vocational Schools, from military units, and from the upper secondary schools in the national educational system.

To enter the 4- or 5-year courses of study, each applicant must have reached the pre-university level. Upon completion of the course, he or she will be appointed substitute company commander for political work (in the case of officers for political work among general troops) or commanding officer of a small unit or substitute for weapons and equipment (in the case of armored engineers and engineers in engineer equipment).

Modern Facilities

To provide instruction, the academy has special classrooms, simulators, electronic resources, laboratories, training fields, a study hall, teaching films, libraries, assembly rooms, studios, and modern combat weapons and equipment as its study materials program.

To provide recreation for the cadets, weekly outings are organized to visit museums and historic and cultural spots. There are the theater, movies, and Lenin-Marti Halls. Sports are also practiced twice a week, with the cadets being organized according to their preferences.

Their many-sided training includes swimming and self-defense.

On graduation, they have unlimited prospects for development, since they can pursue higher military studies at the FAR Academy and at other training centers in the USSR. They can also earn scientific degrees.

Specialties

The following specialties are offered at the academy:

1. Military political officer for general troops: specializing in general troops, the graduate receives the advanced rating of licentiate in political science.
2. Tactical command of motorized infantry troops: having specialized in that type of troops, the graduate receives an advanced rating as engineer in the operation of automotive equipment.
3. Tactical command of tank troops: these cadets graduate with an advanced rating as engineers in the operation of armored equipment.
4. Tactical command of engineering troops: these cadets graduate with an advanced rating as engineers in the operation of engineer equipment.
5. Tactical command of chemical warfare troops: these cadets graduate with an advanced rating as engineers in chemical warfare equipment.
6. Tactical command of motor troops: these cadets specialize in motor troops and graduate as engineers in the operation of automotive equipment.

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7. Tactical command of troop food supplies; they specialize in rear troops and receive the advanced rating of economic engineer.

8. Tactical command of troop clothing supplies; they specialize in rear troops and receive the advanced rating of economic engineer.

9. Tank and transport engineers; they specialize in the operation and repair of tanks and transports and receive the advanced rating of military mechanical engineer.

10. Engineer equipment engineers; they specialize in the operation and repair of engineer equipment and receive the advanced rating of military mechanical engineer.

The course of study for the first eight specialties lasts 4 years, while that for the last two lasts 5 years.

Enrollment Requirements

1. Must be physically and mentally fit.

2. Must be not less than 16 nor more than 21 years of age.

3. Must be unmarried.

4. Must have successfully passed the preuniversity school level (or completed the secondary technical level in a specialty related to the career in question).

How To Obtain a Scholarship

1. Through the principal of one's preuniversity school or polytechnic institute.

2. Through the provincial SEPMI (Society for Patriotic-Military Education).

3. In the case of enlisted men and sergeants, through one's commanding officer or substitute for political work.

Young people desiring more information may apply to the SEPMI in their province or write to:

Gen Antonio Maceo Interservice Academy of the FAR
Ceiba del Agua, Calmito, Havana Province

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COUNTRY SECTION

CUBA

SCIENCE TEACHER TRAINING AT HIGHER INSTITUTE DESCRIBED

Havana BOHEMIA in Spanish 1 May 81 pp 61-62

[Article by Concepcion Duchesne: "Science and Teaching at the Enrique Jose Varona Higher Institute"]

[Text] Since its founding in 1964, the Enrique Jose Varona Higher Teaching Institute has been training science teaching cadres without interruption, in order to fulfill its main purpose: to raise the quality of teaching through those who are directly responsible for it, the teachers.

The task of educating and instructing the new generations is one of the most arduous, responsible and patient of social efforts and therefore constitutes one of the most prestigious and praiseworthy.

The teachers in our Fatherland have always demonstrated their unselfishness and sacrifice, and since the beginning of the building of the new society, this vocation and calling has achieved very substantial results. Education has proceeded from a mass effort to the point at which we are today, having teachers with the necessary technical skills and greater experience.

This constant movement toward higher scientific goals characterizes the process of rigor and self-exigency on which the teaching institutes have based their main goals.

The Enrique Jose Varona Institute now has the scientific background and cultural solidity which has enabled it to sponsor three scientific gatherings in the past six years, activities in which the quality level has been high, despite the fact that only two years separated them.

When an institution not only passes on knowledge in various subjects, but in turn already has a staff which can engage in research and the deepening of knowledge, it is indeed capable of carrying out truly creative activities, which will nurture our national educational systems.

The fact that these statements have become possible is a reason for pride for all those who in one way or another bear responsibilities in the great task of education, because the results of this Third Scientific Gathering of Teachers at the Enrique Jose Varona Higher Teaching Institute are not to the credit of this institution individually, but all the educational and scientific institutions and

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bodies in our country, because the identification between science and teaching activity is necessary when the technical and scientific duties of all of the branches of production, science and defense.

If we want to keep up with the level of development of modern society and the advances of the scientific-technical revolution demand, we must train cadres who are capable of teaching and are provided with the teaching tools needed to transmit knowledge in any specialty. This is what characterizes our whole education and what has defined the entire revolutionary educational process.

This event was efficiently organized on the basis of 21 committees, in which 208 works in the fields of biology, physics, chemistry, mathematics, pedagogy, geography, history and archeology, teaching methods, psychology, Marxism-Leninism, linguistics, literature and physical education were discussed. A total of 486 teachers, researchers, specialists, officials and directors were included among the delegates and guests, and 111 of these were affiliated with the institute hosting the gathering, while 102 were affiliated with other bodies, including all of the teaching institutes in the country, the Central Pedagogical Sciences Institute, Havana, Las Villas and Camaguey Universities, the Academy of Sciences, the Ministry of Education, the Ministry of Higher Education, the Institutes of Medical Science, Geography and Cartography and physical planning, and the National Scientific Research Center. The 360 addresses delivered to the various committees reflected the intense interest, exchange and comparison of experiences which took place among the participants.

More than 40 works received honorable mention on the basis of the incentive system established at the gathering, i.e., were noted as constituting contributions, works of interest or recommended for publication. Many of them, the most outstanding, met all three criteria.

The importance and magnitude of this collective effort made on 24 and 25 April at the headquarters of the Enrique Jose Varona Institute were summarized in the closing address delivered by Minister of Education Jose Ramon Fernandez.

This institute has the responsibility for part of the great task of developing teaching literature in the subjects where it is most limited. Therefore, an important aspect of the activity at this event should be reflected in the publication of the monographs, articles and texts for which there is such great need.

"Improving the quality of teaching is the main task the Second Party Congress has entrusted to us," he said.

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